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Hongkong, 1st June, 1908. 651

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SCOTCH
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The Daily Press.

HONGKONG, JUNE 17TH, 1908.

From the first fascicle of the annual trade reports issued by the Chinese Imperial Maritime Customs, we gather that another Sino-Japanese question is looming up at Antung, the port on the north bank of the River Yalu, in close touch with Chefoo and Dairen. It has a good deal of shipping, both steamers and sea-going junks. Steamers drawing nine feet may anchor off the Bund, or what should be the Bund, according to Mr. Commissioner PALLEN, who recommends effort in the direction of river commerce and improvement. The river is eating away the Chinese town, and in November last it "tore away a liberal piece of the shore off the Japanese settlement." Chinese cargo pays extra in time and money for transportation from the present anchorage. Antung might have "combined railway and cheap water connections," but in the absence of dredging and bunding operations, it looks as if it must be satisfied with railway only. For a bridge is projected to cross the river at the present lower harbour limit, to carry the trains of the Korean railways to the Chinese shore, and to form the connecting link between the Japanese Government-owned lines on the Peninsula and the Antung-Mukden arm of the South Manchuria Railway system. A survey was being made in February, for a fixed bridge 3,182 feet long, with spans of two to three hundred feet, thirty feet wide, and 26 feet above high water. The Chinese have asked that it be made a swing or drawbridge, to allow the shipping to pass. At present the issue is not an

urgent one, as the Budget arrangements for an outlay of two and a half million yen may take time; also, the South-Manchuria gauge has not yet been changed to standard. Until the Chinese show some disposition to start with the dredging and bunding, and until these other factors are dealt with, there is no need to talk of the unmade bridge as prejudicing the development of the Chinese town, nor to go so far as Mr. PALLEN does, when he remarks that "to force across a navigable boundary-line river, in the face of protests from one of the riparian states, a closed bridge of such a height as to hamper that state's sea-going traffic, is not such an act as may be admitted to come within the previously established standards of international comity." This almost amounts to "calumny-howling," and it is strange to find in such a conservative publication as the L.M.C. Reports have hitherto been. The net value of the trade of Antung for 1907 was Tls. 4,763,238.

The name Dairen (now given to what the Russians called Dalni), says Mr. Commissioner KUROSAWA, "metonymic and deceptive", so far as the Customs is concerned. The Dairen Customs covers more than the port of that name; it embraces the whole of the leased territory of Kwantung. The commercial and economic strength of Dairen, the same gentleman states, has been overestimated. The world, he says, has overestimated the purchasing power of Manchuria. This is very interesting, in view of past events and discussions. "Supposing that the total value of the trade of Manchuria be 80 million taels, this might roughly be divided as follows: Newchwang, 40 millions; Sinminfu, 10 millions; Dairen, 20 millions; Antung and other routes, 10 millions. Two-thirds of these figures will represent the import trade, which, again, denotes the purchasing power of Manchuria. Supposing, further, that the population of Manchuria is eight millions, as is believed to be approximately the case, this would give a buying power per head of over six and a half taels—a far larger sum than the average native of Manchuria can possibly spend in a year on foreign goods at his present economic stage." The Commissioner concludes that business has been carried on regard, less of the law of supply and demand, with the results that sometimes follow speculative enterprise. The market was badly congested. Most of the money left by the belligerents had gone away into Shanghai and Chihli. The natural riches of Manchuria are not on the surface; they are not accessible without time, labour, and capital. It must be disastrous to try to force the market. In Dairen itself the foreign community is growing fast. With its railway facilities and magnificent harbour, it undoubtedly has a future as a business emporium, but in 1907 the net value of its trade (for the whole area, presumably) was only Tls. 13,837,739.

In a subsequent article we will examine the reports from other northern ports, for items of similar outstanding interest.

Fifteen plague cases were notified by noon yesterday, making the total then 77.

Messrs. Lobnitz and Co. (Limited), Renfrew, have launched a twin-screw 800-ton hopper barge, named the *Sextus*, for the Suez Canal Company.

The foundation-stone of England's first "skyscraper" line has just been laid at Liverpool. The building will be 30ft. high, and is being erected for the Royal Liver Friendly Society on a site overlooking the Mersey.

The Agents of the Great Northern Steamship Company inform us that the raw silk and silk piece-goods shipped from Yokohama per G. N. S. s. "Minnesota" on May 1st arrived in New York on the 20th ult.

The Pope, in receiving Cardinal Agliardi, announced that Archbishop Bourne of Westminister, would shortly be created a Cardinal. This statement is interpreted as meaning that the elevation of Archbishop Bourne will occur at the Consistory to be held next September.

From July 1st, 1907, to April 30th, 1908, the total shipment of silk from Yokohama to Europe and America was 89,244 bales, 29,628 of these going to Europe and 59,616 to America. A further 2,369 bales were recorded up to the sailing of the "Empress of Japan," on the 15th ult.

The return of visitors to the City Hall Library and Museum for the week ending the 14th June, 1908, shows that of non-Chinese there were 317 to the Library and 110 to the Museum and of Chinese 139 to the former and 1,282 to the latter. The Library was therefore used by 456 persons and the Museum by 1,392.

We are informed that the Nippon Yusen Kaisha steamers on the American line have been recently fitted with Marconi's system of wireless telegraphy. This will be greatly appreciated by passengers travelling in the Company's steamers as well as by their friends on shore, as it enables messages to be exchanged when the vessel is on the high seas.

Mr. S. Silverstone, agent P. M. S. S. Co. and family sailed on the "Korea" to-day for San Francisco on six months leave. During his absence Mr. Halton, chief clerk, will be in charge.

His Excellency Admiral Li Chun of Canton is on a visit to Hongkong. He has visited the Kowloon Docks, and last night he and his suite were entertained to dinner at the Hongkong Hotel by the Dock Company officials.

Inspector Warnock, after more than twenty years' service in the Hongkong Police, is about to retire on pension, leaving for home on the 27th inst. Mr. Warnock is a great favourite in the force and his colleagues view his prospective departure with regret.

A consignment of some thousands of pheasants brought in refrigerating tanks from Manchuria, was received by one of the largest firms of poultryers in Leadenhall Market. Other consignments will follow if it is shown that there is a demand for pheasants out of the ordinary English killing season. The birds will be kept in cold storage and will only be taken out as they are required.

Lucey Hodgson, applying to the Boston (Lincolnshire) Bench for a separation order against her husband, Henry Hodgson, agricultural labourer and ratchetmaker, said that he neglected to provide proper food, but brought home rats upon which to feed himself, the family, and the dog and cat. He skinned the rats making her stuff them with sage and onions. She obtained the order she asked for.

Some pointed remarks were made by Mr. J. H. Kemp at the Magistracy yesterday afternoon when conducting an inquiry into the circumstances attending the death of a seven years old Chinese girl. The father had caused her to be beaten on the legs by a medicine-brother to "drive away the devil," and his Worship said he hoped the Chinese newspapers would take note of the case as it might be a serious offence if it occurred again.

Mr. W. H. Lever, M.P., has intimated to the Wirral Division Liberal Association that he will not seek re-election. He was urged to reconsider his decision, but expressed himself as unable to do so in view of increased business calls and other matters. It is not known at present when his retirement from Parliament will take place. At a meeting of the Wirral Conservative Association on May 15th Mr. Gerahm Stewart was unanimously adopted to contest the division at the next election.

The total quantity of tea imported by England last year was 3,127,658 lbs., valued at £10,744,719. According to a statement made by Mr. Lloyd-George, the countries from which this enormous supply came were as follows:—

Country	Quantity	Value
India	1,715,232 lbs.	£5,752,918
Ceylon	107,408,770 lbs.	£3,098,616
China	19,118,931 lbs.	£773,709
Java	11,936,373 lbs.	£377,338
Other countries	7,074,028 lbs.	£232,140
Compared with 1906	Imported 3,963,008 lbs.	
Less last year	but paid £210,634 more	

The Baltic Mercantile and Shipping Exchange presents a favourable report to its shareholders, notwithstanding that these are dull times for the shipping industry. Last year a dividend of 5 per cent. was paid. This time the distribution has been increased to 6 per cent. There is a slight diminution in the number of members, which is, perhaps, to be expected during a period when business men are cutting down their expenses. But the amalgamation of the Baltic and of the Shipping Exchange a few years back has produced an institution which is at once popular and stable.

A special section of the works branch of the German naval administration has been established on the island of Heligoland to take in hand the preliminary work for the construction of a torpedo boat basin, the cost of which—to be spread over a series of years—is estimated at 3,000,000 M. (£1,500,000). Other works in immediate contemplation are the strengthening of the sea-walls, additional fortifications at a cost of 1,200,000 M. (£600,000), the building of barracks and of a new artillery depot, estimated at 700,000 M. (£350,000), and the provision of quarters for naval officers and administrative officials of the navy.

For the Belgian Maritime Association there has been launched at Bremerhaven a fine ocean-going cadet ship, to be known as L'Avenir. She is a four-masted barque, built of steel, and equipped with auxiliary dock machinery. She is designed to carry eighty cadets, whose quarters will be heated with steam and lighted by electricity. From the particulars which are furnished respecting her she ought to be a roomy and comfortable school-ship. L'Avenir follows pretty much on the lines of the two German cadet ships, *Herzogin Sophie Charlotte* and *Herzogin Ceclie*, which have proved themselves to be fast sailers, and well suited for training purposes. The Belgian authorities have not been satisfied to acquire and fit out a sailing ship, but have preferred a brand new vessel.

Old-age pensions for seamen have been the dream of enthusiasts for many a long year, but so far they have never proved practicable in Britain. Consequently Mr. Asquith's proposal will favourably affect a good many old sailors who, whether the poor seasons of a canal or not, were not born to be drowned. In particular the promised 5s. per week would be a useful addition to the incomes of the old pensioners of certain benevolent institutions for seamen, which cannot afford a very large monetary allowance. An old or pension from the Royal Alfred Institution, for example, will be automatically doubled. It is to be noted that alien seamen, even if they have been naturalised, must possess a long residential qualification in order to become entitled to a pension. The British-born seamen of 70 summers will consequently receive some measure of preferential treatment.

The sequel to a disturbance at the Soldier's Club the other night was witnessed at the Police Court yesterday. The trouble arose over the payment for drinks and it was alleged that a gunner attacked a Naval Yard policeman and tore his coat because he refused to leave the building. The policeman summoned the soldier who was ordered by Mr. Wood to pay \$2 compensation for tearing the policeman's coat, but the man was discharged on the other count in view of the fact that he had already done ten days punishment which was meted out to him by the Garrison Authorities.

A ready-tongued thief came before Mr. Kemp at the Magistracy yesterday on a charge of pocket picking. The complainant stated, that as he was walking along Bonham Strand he was accosted by the defendant who told him that somebody had spat on his shoulder. He turned to see when he suddenly missed his purse. However he caught hold of the man and took him to a district watchman, to whom he protested he was not the right man and if they would let him go he would show them the right man in an opium den. Two hours were devoted to looking for the right man without avail. Defendant told the Magistrate he was a sailor on a Norwegian ship and on being asked the name of the ship he said he was not on it now but had a chance of getting a job on a blue funnelled boat. If his Worship would let him he would give security for finding the right man. Asked where he would look for him he replied—Down West Point in Chinese theatres and recreation houses: I am not a bad man, His Worship was not impressed and sentenced him to six weeks' imprisonment.

ASSAULT CASE FROM THE DOCK.

At the Magistracy yesterday Mr. Wood heard a summons against Edward Kennedy of Kowloon Docks charging him with assaulting a Chinese fitter. Complainant's case was conducted by Mr. Otto Kong Sing.

Dr. Black stated that on the morning of the 10th inst. the complainant came to him and he found a bruise on his left breast which might have been caused by a blow. In reply to defendant he said it might have been caused by the man falling down.

Complainant said he went a few minutes after 8 o'clock on the 6th inst. to the time-keeper's office to get his number and asked a Chinese clerk to open the box where the numbers were kept. Defendant, who was inside the office, told complainant to go away, and threw something out of the window at him but it did not strike him. He walked away but was followed by defendant who punched him and knocked him down. A few days afterwards he went to see the doctor.

Another Chinese employee gave corroborative evidence. Defendant stated that this box in which the numbers were kept was used by men working on the ships of the Royal Navy and when complainant came to the office that day he had forgotten to open the box, a duty which belonged to the Chinese clerk who was absent at a funeral. Complainant kicked up a row and when he told him to go away he used filthy expressions in Chinese. Defendant understood Chinese. Defendant added "if you don't go away I will make you" and then ordered him away. By that time he went outside and then complainant moved away. He followed him and the man tripped over the water-proof coat he was carrying. When he got up defendant hit him with the rain coat.

A Portuguese watchman was called who said he witnessed the whole affair but did not see defendant strike the complainant.

His Worship said to Mr. Otto Kong Sing that it seemed to him the story of the defendant was true and he discharged him. Mr. Otto Kong Sing said if his Worship would hear him he thought he could show that the man was convicted out of his own mouth. He thought the complainant was entitled to a conviction.

LEGISLATIVE COUNCIL.

A Meeting of the Hongkong Legislative Council is called for Thursday afternoon. The Colonial Secretary will move a Resolution under Section 170 of the Public Health and Building Ordinance, 1903. The orders of the day are: Third reading of the Bill entitled An Ordinance to authorize the Appropriation of a Supplementary sum of one hundred and sixty thousand seven hundred and thirty-five dollars and eighty-five cents, to defray the charges of the year 1907. Committee on the Bill entitled An Ordinance to provide for the registration of Chemists and Druggists and to regulate the Sale of Poisons. Committee on the Bill entitled An Ordinance to amend the Public Health and Buildings Ordinance, 1903, and The Public Health and Buildings Amendment Ordinance, 1903. The Committee Stage of the Exportation of Opium Ordinance will not be proceeded with at this meeting.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

MAY CUPS.

The competition for the three cups offered by the Hon. Mr. F. H. May, C.M.G., was completed on Sunday. The terms were that the competition should extend over six months from January 1 to June 30, the four best monthly scores (2 at 500 and 2 at 200 yards) of each competitor to be counted. The competitors were divided into three classes, "A" from scratch to 3 Handicap, "B" from 4 to 7, "C" from 8 upwards. The winners are:—

Class	Winner
"A" Class	A. Jenkins.
"B" Class	E. W. Dawson, J. H. Hootings.
"C" Class	J. Gibbs.
Pool Winner.	Capt. B. Branch.

TELEGRAMS.

[REUTERS SERVICE.]

THE SUFFRAGETTES.

LONDON, June 14th.

Ten thousand women assembled on the Thames Embankment, and marched in procession with bands and banners to the Albert Hall where they inaugurated a Suffrage Saturday. The procession which included representatives from the Colonies, was headed by Ladies Frances Balfour, Henry Somerset, and Onslow, Mrs. Alfred Lyttelton, Mrs. Lloyd-George, and other prominent workers, and there were also present lady doctors, authoresses, factory hands and servants.

THE MOZAFFAREPORA MURDERS.

LONDON, June 14th.

The murderer of Mrs. Kennedy and her daughter at Mozaffarpore, Bengal, has been sentenced to death.

THE MEETING OF KING AND TSAR.

LONDON, June 14th.

The meeting of King Edward and the Tsar at Reval, has created a profound impression at Constantinople where it is believed it will importantly affect affairs in the near East.

THE WRIGHT AEROPLANE.

VICTORIA OVERSEA.

A message from Mantes (N. Carolina) last month said:—

The Wright Brothers' airship yesterday performed a flight of fifteen miles out to sea at a height of 1,000 feet.

After circling, it returned to the starting point.

The wind velocity during the trial was ten miles an hour, but this in no way hampered the movements of the airship, which was under absolute control.

The performance, says the Central News, was regarded as so satisfactory by the Brothers Wright that an attempt will be made to take the airship over the seventy-five miles to Cape Henry and back.

The Brothers Wright have long been known as successful students of aerodynamics, and it was confidently predicted of them that they would be amongst the most notable of conquerors of the air.

Most of their previous experiments have been conducted with the utmost secrecy, but they have claimed that on one of these trials they were successful in covering a distance of twenty-five miles without returning to earth.

The remarkable performance reported to day took place during the trials the inventors have been making before attempting the great feat of flying from Kitty Hawk Hill in North Carolina to Cape Henry, a distance of seventy-five miles, and back.

The flight of fifteen miles over the sea easily beats the record established by flying machines in the Old World.

M. Delagrangé's best flight was about six miles, which was a considerable advance on Mr. Farman's three-mile voyage in the air.

The Wright aeroplane is described as being, shaped like a long box, 40 ft. long and 8 ft. wide, with a buoying surface of 640 square feet.

The forward half of the box, both bottom and top, is of closely-woven canvas, and is inclined upwards, like the breast of a bird.

The engine occupies a central position, on the lower side of the box, and is of 20-h.p.

The propellers are of wood, each with two blades, and the rudder extends back between the propellers.

In front another cone-shaped construction regulates the elevation.

SPANISH AND PORTUGUESE TROOPS IN CONFLICT.

The *Petite République* publishes a telegram from Lisbon announcing that a collision between Portuguese and Spanish troops has occurred at Porto Allegre.

It appears that several Spanish smugglers were surprised while attempting to smuggle quantities of tobacco and silk across the frontier into Portugal, and resisted the Portuguese guards.

A detachment of Spanish troops arrived on the scene during the fight and crossed over on to Portuguese territory.

Here they were fired upon by the Portuguese, who in the darkness mistook them for a second band of smugglers.

The Spaniards, together with the smugglers, now opened fire, and a terrible fight ensued, in which even women took part.

Before long, however, the Spaniards, who were evidently under the impression that they had to do with smugglers, discovered their error and ceased fire, and the smugglers immediately fled to the mountains, leaving several dead, including two women.

Several of the soldiers on both sides were also either killed or wounded.

A telegram to the *Elisir* from its correspondent in Madrid gives another version of the affair, according to which some Portuguese shepherds drove their flocks into Spain, but were forced by the Spanish troops to retire across the frontier.

The Portuguese Guards opened fire on the Spaniards, wounding a corporal, and his comrades retaliated, killing four Portuguese and wounding a number of others.

The Governor of the Province of Orense has opened an inquiry.

SHANGHAI POLICE TROUBLES.

DEATH OF A RAILWAY FOREMAN.

The death of a Chinese employed by the Shanghai-Nanking Railway Company, while in the custody of the Pao-shan Police, has brought that Force into prominence once again. From inquiries made it appears that on the 13th ultimo H. E. Chung Yun-yow, Managing Director of the Shanghai-Nanking Railway, paid a visit to the railway station, and when driving in his carriage from the station to the new goods shed which is in the course of erection, a number of coolies employed on the road, which is under construction and not open to traffic, stopped the carriage in obedience to orders. His Excellency ordered the mafco to drive on and thereupon one of the coolies struck the mafco on the head with a piece of wood inflicting a severe wound. His Excellency reported the matter to the Magistrate of the Pao-shan District, and the foreman of the coolies, Li Tsh, who has several hundred men in his charge, was summoned to the station. Li Tsh, however, ignored his summons and the Magistrate ordered his arrest. At 3 p.m. on Friday an officer in charge of six constables of the Pao-shan Police arrested Li Tsh in a godown at the Railway Station. He resisted arrest and a struggle ensued, the prisoner eventually throwing himself down in the roadway and refusing to move. The native police, unable to convey their prisoner to the station in the ordinary way, resorted to dragging him by force. The man died almost immediately after his arrival at the station, which is situated behind Haskell Road.

The body was conveyed to the Railway Police Station. An inquest was subsequently held by the Pao-shan Chih-hien who found that Li Tsh died of poison, but could not say what poison.

It is considered more probable, however, that the man died of heart failure due to violent treatment.

Li Tsh resided in the Settlement at P 174 Elgin Road, and it has yet to be learned on what authority the man, as a resident of the foreign Settlement, was arrested by the Pao-shan Magistrate. —N.C. Daily News.

CHINA AND TIBET.

VISITS OF THE DALAI LAMA AND TASHI LAMA TO PEKING.

Peking, May 10.

Much interest is manifested here at the expected visit to the capital this year of the two highest spiritual authorities in Tibet, the Dalai Lama and the Tashi Lamas. The Dalai Lama is at present residing at Wutai-shan, within the day's journey of Peking, and is living in a monastery in great state and with a large retinue. He has sent greetings to several of the foreign Ministers in Peking, notably to the American, who is a recognized authority on Tibetan Buddhism, and to the German, who sent him a portrait of the Emperor William.

For some time past the Dalai Lama has had no foreign adviser. His former adviser and private secretary was the Tibetan scholar, the Rev. Teramoto, a Japanese, who resided with him in Kumbum monastery, near Si-ning, and returned last year to Japan in ill-health. He arrived at Peking on Thursday and will shortly rejoin the Dalai Lama. Should the Dalai Lama come for an audience, as is expected, he will be received with equal honour to that shown to his predecessor to visit this capital, the 5th Dalai Lama, who arrived in the reign of Shun-chi, the first Emperor of the present dynasty, and spent here the winter of 1652.

The Tashi Lama, who was received by the Prince of Wales at Rawalpindi on December 7, 1905, recently memorialized the Throne from Shigatse, praying for permission to come to Peking and be received in audience, which was granted. The memorial may, no doubt, in the Oriental way, prompt from the Throne.

It is expected that he will come via Calcutta, and that he will also be shown great honour, as was his predecessor who visited the Emperor Kien-lung on the occasion of his 70th birthday, when the Emperor proceeded to Jehol to await his arrival and accompanied him to Peking, where he died on November 27, 1780.

It is well known that China desires to reorganize her methods of administration in Tibet with a view to securing greater government control. Two recent decrees, speaking of Tibet as "the real frontier of China," confirm that the unusual appointment of Chao Erh-shan as Imperial Resident in Tibet, and of his brother, Chao Erh-lun, as Viceroy of the adjoining province, Sze-chuan, was designed with the object of ensuring harmonious co-operation in developing military efficiency, encouraging education and agriculture, and generally improving the government of Tibet. The officials specially selected for service in Tibet are promised a long tenure of office. The necessary funds and officials will be provided from the rich province of Sze-chuan, the Viceroy Chao Erh-shan being the ablest financier and one of the most upright administrators in the Empire. In time China aspires to reconstitute Tibet into another province of the Empire, therein following the precedent of the New Dominion which, in accordance with the Imperial decree of September 5, 1882, was given a provincial administration like the 13 provinces of China proper. —Times.

LATEST STEAMER MOVEMENTS.

The str. *Cardignshire* left Shanghai on the 16th inst., and is due here on or about the 19th inst. at morning.

The H.A.L. str. *Hellas* left Hankow on the 14th inst. a.m., and may be expected here on the 19th inst. p.m.

The Boston S.S. Co.'s str. *Tremont* left Manila on the 16th inst. for Hongkong.

The Mogul Line str. *Zohian* left Singapore on the 15th inst., and may be expected to arrive here on the 21st inst. at daylight.

The J.-C.-J. str. *Tijobad* left Macassar for this port on the 12th inst., and may be expected here on or about the 21st inst.

The M.M. str. *Calcedonia* with the French Mail of the 24th ult. and Mails from London of the 23rd ult. left Singapore on Monday, the 15th inst. at 2 p.m., and may be expected to arrive here on Monday morning, the 22nd inst., and will leave for Shanghai and Japan on the same afternoon.

The J.-C.-J. str. *Tijobad* left Batavia for Buiton on the 15th inst., and may be expected here on or about the 23rd inst.

The Great Northern S.S. Co.'s str. *Minnesota* arrived at Yokohama from Seattle on the 15th inst., at 7 a.m., and is expected to arrive here on or about 2nd prox.

The C.P.R. str. *Monteagle* arrived Kobe at 6 a.m. on Monday, the 15th inst., and left again at 5 p.m. same day via Nagasaki for Shanghai, where she is due to arrive at 5 a.m. on Friday, the 19th inst.

The C.P.R. str. *Empress of India* arrived Shanghai at 3 a.m. on Tuesday, the 16th inst., and left again at 9 p.m. same day for Nagasaki, where she is due to arrive at 6 a.m. tomorrow.

The Silk ex M.M. str. *Australien* which left at this port on 12th ult., was delivered in Lyons on the 12th inst.

The str. *Wray Castle* arrived at Boston on the 13th inst.

The str. *Shimosa* left New York on 14th inst.



NOTICE.



PUBLIC ATTENTION is drawn to the fact that at the present time many brands of CONDENSED MILK are being offered for sale bearing labels so nearly representing that of the original "EAGLE" brand Milk manufactured solely by BORDEN'S CONDENSED MILK CO., of New York, as are calculated to deceive the purchasers of the real article.

As an additional protection, all purchasers of BORDEN'S "EAGLE" BRAND MILK are requested to note that every tin of same bears the signature of GAIL BORDEN, the original manufacturer, on the label. BORDEN'S "EAGLE" BRAND MILK has the enviable reputation of being the milk par excellence and without a rival in point of view of quality and purity.

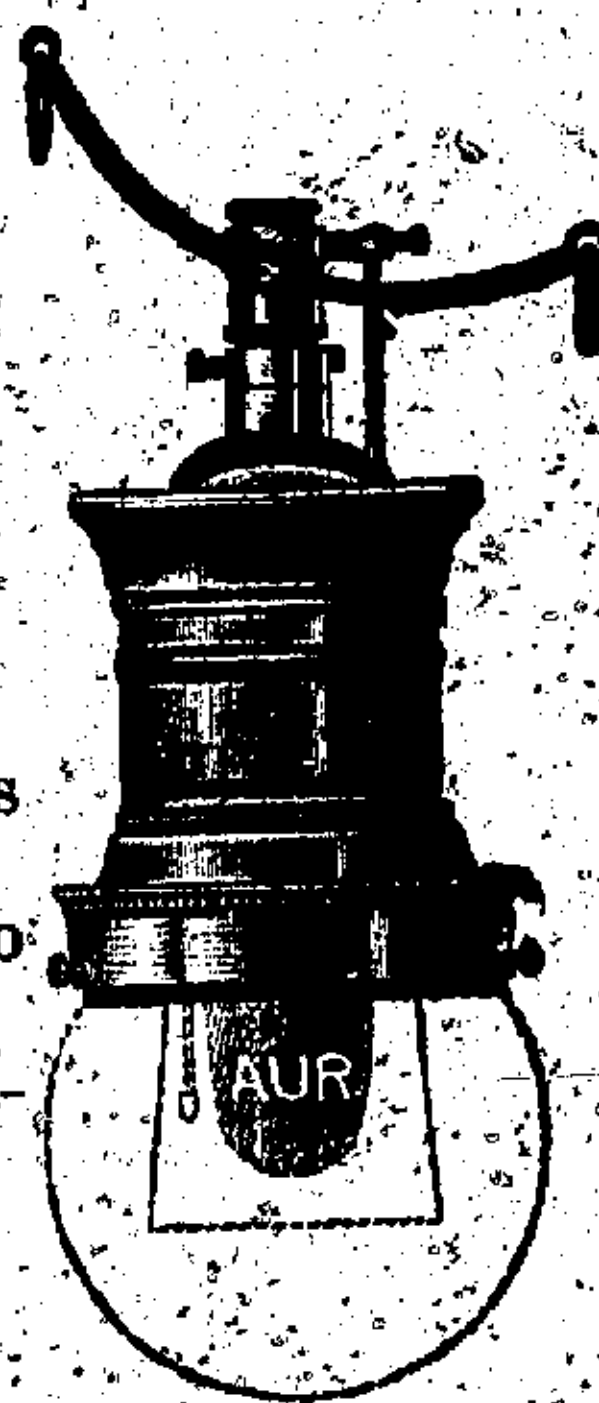
Owing to BORDEN'S special and exclusive process of manufacture both their "EAGLE" and "GOLD SEAL" Brands are specially recommended for use in tropical climates, they being guaranteed to keep better than any other Condensed Milk offered to the public.

For BORDEN'S CONDENSED MILK CO.
CONNELL BROS. COMPANY,
Sole Representatives in Hongkong.

Hongkong, 25th May 1908.

THE BURNING QUESTION FOR EVERY HOUSEHOLD IS LIGHT

REMEMBER, THERE IS NO LIGHT SO GOOD OR SO CHEAP AS THE BRITISH MADE



This WELSBACH LIGHT IS LIGHTEST. See the Trade Mark "AUE."

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SAMPLE GRATIS

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Hongkong, 16th October, 1897.]

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By Royal Warrant to His Majesty the King.

SCIENTIFIC MISCELLANY.

THE NEW DIVING-BEETLE GOLD MINING—THE LARGEST MAGNET—AUTOMATIC VIOLIN-PLAYING—ARTIFICIAL BLACK DIAMONDS—X-RAY VISION—THE CENTER OF THE EARTH—EFFECTS OF FATIGUE POISON—MILK ICE.

The collapsible wall or shaft offers new possibilities in marine exploration. This is composed of an observing or operating chamber, which is sunk into the water and lengthened out by successive cylindrical sections bolted together from the top, each section consisting of a series of rings with flexible covering. The operating chamber is fitted with strong glass windows, and sleeves to enable the diver to manipulate apparatus on the outside of the shaft. In such a tube a diver can descend to considerable depth, remaining in free communication with the open air and working under ordinary pressure, and he seems to have within reach a considerable range of such work as cleaning hills and exploring wrecks. Hoisting and lighting apparatus can be fixed on the outside. Such a shaft is likely to afford new entertainment at amusement resorts, and gives a ready means for observing submarine life and conditions.

An Egyptian mining center—probably worked as early as 2500 B.C.—was in the Eastern Desert, between the Red Sea and the Nile. The lately-discovered remains described by C. J. Alford include, small irregular stone huts, arranged in groups of two or three towns, large enough for 1000 men. The ancient workings are buried in sand. The only vestiges of mining appliances are elliptical rubbing stones for coarse crushing and quartz mills for reducing the rock to fine powder, ready for washing out the gold.

Electromagnetic cranes have proven the most efficient and economical devices known for handling rails, kegs of nails and bolts, and other heavy pieces of iron and steel. Electromagnets are now made to lift 25,000 pounds with ease.

The electric violin-player is one of the most ingenious of recent musical mechanisms, and this is entirely automatic in action, unlike the familiar piano-players, which are somewhat guided by the operators. A perforated roll is drawn over the strings by a small motor. With the paper in place on the roller, contact-brushes rest upon it, and as a perforation is reached, current from the brush energizes a corresponding electromagnet, producing the proper effect. A revolving disc, built up of layers of celluloid of the thickness of horsehair, is automatically moved to give the action of the bow. A special magnet controls the staccato movement by pressing the discs suddenly against the strings, and four magnets—one for each string—yield pizzicato effects by causing a hook to fly back and pluck the string. An arm vibrates against the tail-piece gives the tremolo effect. Each string has fifteen automatic fingers, which can be used singly or in combination, giving double, triple or quadruple stopping, or a solo may be played, with accompaniment on the lower strings. A very creditable violin performance can be had by simply turning a switch.

Carbon is an amorphous fossil condition—real black diamond—is produced in a simple manner by a process lately patented in France by M. Bonnet. A vessel of bronze or other metal contains two carbon electrodes, between which is a rod of carbon over a small vessel of carbon bisulphide; as the first current is passed the liquid is vaporized, generating a high pressure. Under this pressure and the temperature of a high-tension current, the carbon rod is charged in a few moments to black diamond—the material is prized for drills and as an abrasive.

The Pleiades have long formed an interesting test of vision. To ordinary eyesight six stars are visible, but keen-eyed persons see seven and even eleven or more. Reporting late observations, P. Vincent, an Antwerp astronomer, mentions counting thirteen Pleiades with the naked eye.

The earth's interior is still a mystery, but physicists no longer regard it as a molten mass, still radiating heat into space, a different conception having been gradually forced upon them on the last forty years by studies of the tides, of the propagation of earthquake waves, and quite recently, of the possible heating from radium. Lord Kelvin and others have concluded that the earth is more rigid than steel but less rigid than glass. There are reasons for assuming that a strong crust may encase a metallic nucleus, and Sir Oliver Lodge has shown that the earth's known average density of 5.6 could be accounted for by supposing that the strong crust with an average density of 2.5, extends to a depth of 500 miles, and encloses a core of metallic iron, with a density of 7. The Hon. R. J. Stratford finds more radium in the rocks than would suffice to keep up the internal heat if the earth were of rock throughout. He calculates that the crust is 45 miles thick, and that the radium gives it a bottom temperature of 1500 deg. C., imparting a uniform temperature throughout the metallic nucleus, which does not contain radium.

Fatigue is now generally attributed to poisoning from muscular waste. It does not come on steadily, however, from the early morning until the stage of sleep is reached in the evening, and a new conclusion is that the first effect of the fatigue poison is one of stimulation. This would explain why mental faculties and muscular energies are often at their best in the evening. It is pointed out, as quite probable, that both nervousness and muscular fibers may be rendered irritable, and that the same chemical agents may later narcotize them.

The advantages of distributing milk in frozen form are being recognized in Europe. Freezing—unlike scalding—causes no alteration, and the frozen milk can be kept unchanged for several weeks. Cream remains diffused throughout the liquid, while bacteria are greatly lessened.

UNCAPSIZABLE SHIPS.

PROPOSITION TO BUILD BROADER VESSELS.

In a paper on "Uncapsizable and Uncapsizable Ships" Gen. Goulet stated that it was only since the loss of H.M.S. Victoria by capsizing (a disaster repeated in several cases during the late Russo-Japanese war) that it had been recognized that as soon as a ship of the present ordinary form, proportions, and system of construction received a blow either by ram, torpedo, shot, or collision, perforating the underwater part of the hull and causing more or less serious injuries, the vessel immediately heeled dangerously over and lost her stability.

The helpless condition to which many modern warships of various nationalities might be reduced had been proved by calculation and model experiments both in Russia and America, while in the recent war with Japan some ironclads of the Boreas class were seen floating after the battle of Tsushima bottom upwards, looking like the backs of some huge species of fish.

Gen. Goulet gives a system of construction he has devised partly to protect the ship against the torpedo. He attains this object by making vessels much broader and shallower than they have been, or are at present, leaving their length the same, or making them even somewhat longer. The form of construction provides trouble-free longitudinal cellular side corridors, each 6 ft. wide, which are rendered possible by the increased breadth of the vessel, and intended to reduce to a minimum the quantity of water that may enter the ship through injuries or openings made in her underwater skin.

With regard to the resistance of water to the motion of vessels of great beam, Gen. Goulet claims that investigations into the question prove that the absence of wave-making by a ship constructed on his system would result in a saving of higher speed, the same displacement, and with the same power of engines. The chief objections to Gen. Goulet's system, urged in a discussion that followed the reading of his paper, reported by the "Navy League Journal," were that it would not minimize, but rather increase, the danger from submarine mines; and that it would also increase the tendency of the ship to roll and the risk of disablement by gun-fire.

The annual cost in full commission of the following classes of vessels, being in excess of 10 percent and allowing for interest, depreciation, and cost of crew, and of a proportionate charge for pensions, repairs, and renewals, and other necessary items, and also assuming a life of 20 years in the case of the battleships, and 10 years in the case of the torpedo-boat destroyers and first-class torpedo-boats, respectively is, the "Navy League Journal" states, as follows:

First-class battleship £231,500
Torpedo-boat destroyer £17,500
First-class torpedo-boat £6,100

ROYAL ASIATIC SOCIETY.

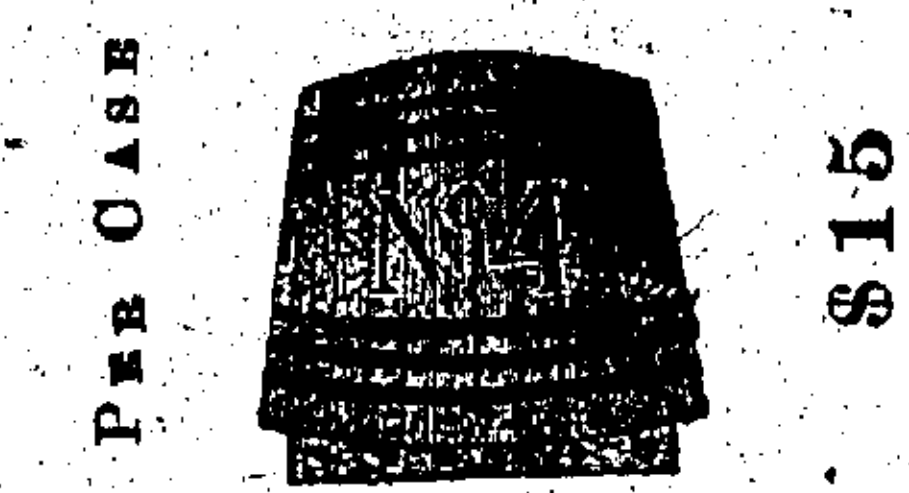
The anniversary dinner of the Royal Asiatic Society was held last month at the Hotel Cecil. Lord Reay, the president, occupied the chair, and the company included the Chinese Minister, the Siamese Charge d'Affaires, Lord Middleton, Lord Wellesley, Sir J. and Lady La Touche, Lady Lyall, Sir Richard Temple, Sir W. A. C. Curzon-Wallis, Sir Raymond West, Sir Charles Elliot, and Sir Robert Douglas.

Lord Middleton, in proposing the toast of "The Society," said there was nothing of which Englishmen were more ignorant than of the work which their fellow-countrymen had done in Asia, and of that which remained to be done. Since the foundation of the society in 1823 many changes had taken place in other continents, but through them all they had only to look back to feel that the future lay with Asia. The history of the past was to a large extent unfathomed there. We still found China almost impenetrable to foreigners. In Japan, that great nation which had suddenly been launched on a memorable and prosperous career, they saw a great antiquity interesting in its past, and perhaps to Englishmen still more interesting in its future. Persia was still existing on the relics of an ancient fame, and even India was still less known to Englishmen than it ought to be. Looking to all these other continents and parts of the world, Asia still held the field with a past unfathomable and to a large extent inaccessible. "He could not help feeling that what the society had done in pursuing the most remote interests of Asiatic study had been a great advantage to civilization, and at the same time a vindication of our claims as a nation not merely of conquest, but of culture."

The President, in responding, said it was the aim of the society to strengthen the ties which knit the British Empire and India together by establishing a better understanding between East and West. It was their object, by the study of Indian literature, Indian customs, Indian sociology, and Indian philology more and more to create an atmosphere of knowledge, and thereby to strengthen a friendship which ought to exist between us and the best educated minds of India. It was generally recognized among the scholars throughout Europe that the society was a worthy representative of Oriental literature. The society was successful in obtaining last year from the late Prime Minister a recognition of the importance of Oriental studies. They expected a report from the committee which he appointed on Oriental languages, which would show how much need there was for further development, and further co-ordination of Oriental studies, especially in the metropolis, and he hoped that the Government would be prepared to act on some of the recommendations which he was sure that report would contain. He was convinced that the University of London would be prepared to give that recognition to Oriental studies which was necessary in order that it might occupy somewhat of the position of the schools of Oriental languages in the various capitals of Europe.

The anniversary meeting of the society was held at the rooms in Albemarle-street in the afternoon, with Lord Reay, the president, in the chair. The report, adopted of Oxford, of Professor A. A. Macdonell, of Oxford, seconded by Dr. Gaster, showed a substantial increase in membership, the number of new elections (86) being the highest recorded since the foundation of the society, excepting in the year 1883, when the number elected was 72. Lord Reay said that the election of distinguished Oriental scholars was a matter in which great interest was taken by the Oriental savants of Europe, and the honour of election was highly valued. He referred in detail to the work of the three agents elected by the meeting on the recommendation of the Council—namely, Professor Hermann Oldenberg, a great authority on Vedic literature; Professor Gaston Maspero, a member of the French Academies, director of the Museum of Antiquities at Cairo, and an Egyptologist of international reputation; and Professor Carl Salemann, director of the Oriental Museum in St. Petersburg, whose special fields of research were Arabic and Persian. Professor Browne, Professor Margoliouth, Mr. Dames, Mr. Ellis and Mr. Thomas were elected members of the Council, and Sir Robert Douglas and Sir Charles Lyall were re-elected vice-presidents.

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SCOTCH WHISKY.

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THERAPION No. 1 is a remarkable short-acting, often a few days, removes all discharges from the urinary organs, effectually suppressing infectious diseases of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, proctitis, and the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is for the blood, purifying, purifying, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a failure to rapidly remove, tamperella, etc., to the destruction of suffering teeth and ruin of health. This preparation purifies the blood, cleanses the blood, and thoroughly eliminates every poisonous matter from the body.

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THERAPION is sold by the principal Chemists and Merchants throughout the world. Price in England 4/6 and 4/3. In ordering, state above Trade Mark, which is a facsimile word "Therapion" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every packet by order of His Majesty's Home Commissioners, and without which it is forged. Sold by all Principal Chemists.

SHIPPING IN PORT.

STEAMERS.

AMAR, British str., 1,563, C. J. Mattock, 14th June—Wakamatsu 8th June, Coal—Jardine, Matheson & Co.
AMIRAL DE BRUYON, French str., 134, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.
ARAB, German str., 2,867, C. Neumann, 7th June—Portland 29th April, Flour and Lumber—Portland Asiatic S.S. Co.
ARABIAN, Arabic, British str., 2,931, A. Stewart, 18th June—Mojit 8th June, General—David Sassoon & Co., Ltd.
BOUJ, Malay, Japanese str., 1,118, M. Nemoto, 12th June—Shanghai and Swatow 11th June, General—Osaka Shosen Kaisha.
CAKETA, British str., 2,903, P. Gibson, 6th June—Kuchinotsu 1st June, Coal—Mitsui Bussan Kaisha.
CATHERINE, Arabic, British str., 1,730, W. D. A. Thomas, 13th June—Calcutta via Singapore 8th June, General—David Sassoon & Co., Ltd.
CHANGCHOW, British str., 1,213, E. Shepherd, 15th June—Amoy 9th June, General—China.
CHONGCHING, Brit. str., 1,256, V. McClymont, 14th June—Tientsin via Ports 6th June, General—Jardine, Matheson & Co.
CHIRRI, British str., 1,443, J. Warrack, 15th June—Haiphong via Hoihow 11th June, General—Butterfield & Swire.
CHITUNG, Chinese str., 1,177, C. Stewart, 13th June—Shanghai 9th June, General—China.
CHILDE, Norwegian str., 1,102, H. Nielsen, 3rd June—Bangkok 27th May, General—Butterfield & Swire.
CROOKS, German str., 1,021, F. Baesking, 11th June—Bangkok 5th June, Rice—Butterfield & Swire.

CROWPA, German str., 1,055, G. Spieson, 11th June—Saigon 7th June, General—Butterfield & Swire.
CROWTAL, German str., 1,115, W. Mollermaun, 10th June—Bangkok 29th May, via Swatow 8th June, Rice & Teak—Butterfield & Swire.
COURTFIELD, British str., 1,897, John Wiseman, 25th May—Mojit 20th May, Coal—Mitsui Bussan Kaisha.
DREPAR, Norwegian str., 1,102, J. Biag, 25th May—Bangkok 18th May, Rice—Butterfield & Swire.
ELAK, British str., 1,652, Brownson, 14th June—Singapore 8th June, Bulk Oil—Asiatic Petroleum Co.
FRITHJOF, Norwegian str., 891, Olaf Andersson, 14th June—Saigon 9th June, Rice and Cotton Seed—Aagaard, Thoresen & Co.
HAIPHONG, French str., 500, Pomfort, 22nd April—Haiphong 15th April, Ballast—Wilks & Jacks.
HANGSANG, British str., 1,356, S. Wilds, 15th June—Shanghai 10th June, General—Jardine, Matheson & Co.
HAROT, French str., 742, J. Pannier, 15th June—Haiphong and Ports 11th June, General—A. R. Marty.
HILARY, German str., 1,276, H. Uecker, 29th May—Saigon 24th May, Rice—Sander, Weiler & Co.
HIRSANO, British str., 2,346, A. G. Smith, 25th May—Haiphong 25th May, Coal—Jardine, Matheson & Co.
HOANGKONG, French str., 840, A. Cornelissen, 8th June—Haiphong June 5th, and Hoihow 7th, General—A. R. Marty.
HURCHOW, British str., 1,237, E. Fosyth, 11th June—Tientsin and Chiaofoo 5th June, General—Butterfield & Swire.
ITHAKA, German str., 1,450, Vogeler, 13th June—Chinkiang 9th June, General—Hamburg-America Linie.
KAGO, Malay, Japanese str., 3,966, G. S. Lapsrak, 14th June—Japan and Shanghai 11th June, General—Nippon Yusen Kaisha.
KAIKONG, British str., 987, H. Mathias, 13th June—Hoihow 9th June, Wood and Hemp—Butterfield & Swire.
KROONG WAI, German str., 1,115, P. Kohler, 15th June—Bangkok June 7th, via Swatow 14th June and Teakwood—Butterfield & Swire.
KIANGCHING, Chinese str., 1,002, Bressander, 3rd June—Saigon 30th May, General—China.
KIUKIANG, British str., 1,227, Wavell, 12th June—Shanghai June 7th and Amoy 10th, General—Butterfield & Swire.
KIYO MARU, Japanese str., 1,448, I. Hirai, 9th June—Bangkok 1st June, Teak—Mitsui Bussan Kaisha.
LENNOX, British str., 2,361, F. McNair, 5th June—Vancouver 5th May, via Japan ports Shanghai and Wampoa 2nd June, General—Canadian Pacific Railway Co.
LINAN, British str., 1,361, G. C. Williams, 14th June—Chingwang 7th June, Coal—Butterfield & Swire.
LOCKEY, German str., 1,620, W. Taubert, 9th June—Bangkok 3rd June, Rice and Wood—Butterfield & Swire.
MANTLA, German str., 1,108, J. Minksen, 30th May—Sydney 5th May, General—Melchers & Co.
MAUSANO, British str., 1,644, Weigall, 7th June—Saigon 2nd June, Timber and General—Jardine, Matheson & Co.
NIPPON, Austrian str., 4,017, E. Tarabochia, 14th June—Trieste 24th Apr. & Singapore 8th June, General—Sander, Weiler & Co.
OCEANO, British str., 1,730, M. L. Brum, 14th June—Hoihow 12th June, Coal—Dodwell & Co.
ONSAK, British str., 1,280, R. Cox, 14th June—Mojit 7th June, Coal—Jardine, Matheson & Co.
PRIMO, German str., 476, V. Flotwell, 27th May—Saigon 22nd May, Rice—Hamburg-America Linie.
POCAHONTAS, British str., 1,741, F. G. Cox, 14th June—Saigon 12th May, Rice—Odeco.
POWHEATON, British str., 1,030, Turner, 5th May—Saigon 24th April, Ballast—China.
PROGRESS, Norwegian str., 1,450, Seijung, 11th June—Mojit 4th June, Coal—Waller & Co.
PRONTHUS, Nor. str., 1,624, O. Kornelissen, 4th June—Bangkok 29th May, Rice—Butterfield & Swire.
RAABER, Norwegian str., 1,220, Augensen, 5th June—Rangoon 29th May, Timber—Waller & Co.
RAABERHOL, German str., 1,189, H. Bremer, 13th June—Bangkok 5th June, General—Melchers & Co.
ROMANY, British str., 2,570, Nasbit, 14th June—Kob 6th June, Ballast—Asiatic Petroleum Co.
SHANSHI, British str., 1,228, F. Boyl, 14th June—Chinkiang and Shanghai 10th June, General—Butterfield & Swire.
SHAOHSING, British str., 1,307, W. McIntosh, 30th May—Shanghai 26th May, General—Butterfield & Swire.
SIGNAL, German str., 830, G. Schalkhorst, 14th June—Haiphong June 10th and Hoihow 13th, Rice and General—Jensen & Co.
SIMONANG, Dutch str., 1,212, H. Vos, 21st May—Saigon via Pulo Laut 11th May, Sugar—China.
SPIR, Norwegian str., 787, H. Horn, 11th June—Chiaofoo 5th June, Bams—Waller & Co.
SUMATRA, German str., 507, Melaker, 12th June—New Guinea 20th May, and Calcutta 2nd June, Copra—Waller & Co.
TELEMACHUS, British str., 1,341, J. Williamson, 13th June—Saigon 8th June, Rice—China.
TIENTSIN, British str., 1,227, E. Monkmann, 7th June—Amoy 5th June, General—Butterfield & Swire.
TIENTSIN, Dutch str., 2,826, H. Koops, 15th June—Mojit and Swatow 14th June, General—Java-China Japan Lijn.
VALENTIA, British str., 2,111, Richards, 2nd June—Cardiff 17th April, Coal—Order.
VAUGHALL, British str., 2,346, Broderick, 12th June—New York 14th March, and Labuan 6th June, Case Oil—Standard Oil Co.
WAIRING, British str., 1,170, W. F. Richard, 6th June—Wahm & Chinkiang 1st June, General—Jardine, Matheson & Co.

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SHIPPING.

ARRIVALS.
ASTANAX, British str., 4,871, D. Meehan, 16th June—Singapore 11th June, General—Butterfield & Swire.
CARL DIERCKHOFF, German str., 774, T. Kayser, 16th June—Swatow 15th June, General—Jensen & Co.
ELLEN ROEMER, British str., 1,097, Schwegmann, 16th June—Mojji 10th June, Coal—Mitsui Bussan Kaisha.
FRI, Norwegian str., 890, C. Wagle, 16th June—Newchwang June 7th, and Chiofoo 9th, General—Aagaard, Thorsen & Co.
GORDEN, German str., 5,150, B. Wilhelm, 8th June—Brasen 6th May, & Singapore 12th June, Mails and General—Melchers & Co.
MUNCASTER, British str., 3,045, S. Watson, 16th June—Yokohama 8th June, General—Doddwell & Co.
PAKAT, German str., 1,017, J. Wenzel, 16th June—Bangkok 12th June, Rice and Mail—Norddeutscher Lloyd.
REIDAR, Norwegian str., 2,241, G. Stangebye, 15th June—Mojji 9th June, Coal—Aagaard Thorsen & Co.
RUBY, British str., 1,611, R. W. Almond, 15th June—Manila 13th June, Hemp, Sugar and Cigars—Shewan, Tomes & Co.
TRIUMPH, German str., 789, Hansen, 16th June—Halibong 14th June, Rice—Jensen & Co.
WAIBING, British str., 16th June—Canton.
YOSHIO MARU, Japanese str., 2,392, B. Kori, 16th June—Mojji 11th June, Coal and General—Nippon Yusen Kaisha.

CLEARANCES
 At the Harbour Master's Office.
 16th June.
Drufar, Norwegian str., for Chiofoo.
Fri, Norwegian str., for Canton.
Gorden, German str., for Shanghai.
Atsuhang, British str., for Amoy.
Waibing, British str., for Shanghai.

DEPARTURES.
 16th June.
AMARA, British str., for Canton.
CANDIA, British str., for Singapore.
HAIRAN, French str., for Hiohow.
HAIRAN, British str., for Coast Ports.
HAIRAN, British str., for Canton.
KORSA, American str., for San Francisco.
MERPOO, Chinese str., for Shanghai.
OSCAR, British str., for Canton.
ROMANT, British str., for Canton.
SHOSHU MARU, Japanese str., for Takao.
TEAN, British str., for Manila.
TSINTAI, German str., for Bangkok.

SHIPPING REPORTS.
 The British str. **Ruby** reports: Light variable winds smooth sea throughout.
 The British str. **Muncaster** reports: Moderate to fresh South-Westerly winds and rain.

VESSELS IN DOCK.
 June 16th.
ABREDDEN DOCKS—Cheongchee, Progress, Kowloon Dock—Gordon, Flame, Court, field, Arabia, Hongkong, After Light, Peiho, Buntara.
COBENFOLD DOCK—C. Apoc.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
"NIPPON."
 Capt. E. Tarabochia, will leave for the above ports TO-DAY, the 17th inst., P.M.
 This steamer has special accommodation for passengers, electric light, and carries a doctor and stewardess, apply to **SANDER, WIELER & Co.**, Agents, Prince's Building, Hongkong, 16th June, 1908. 8

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
 For EUROPE.

THE I.G.M. Steamship.
"PRINZ HEINRICH."
 Capt. P. Grosch, will leave TO-MORROW the 18th inst., at 9 A.M. from the Kowloon Wharf.

NORDDEUTSCHER LLOYD.
MELCHERS & Co., Agents.
 Hongkong, 16th June, 1908. 5

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.
"ARRATON APCAR."
 Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 18th inst., at Noon.

FOR FREIGHT OR PASSAGE, apply to DAVID SASSON & Co., Ltd., Agents.
 Hongkong, 16th June, 1908. 963

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 For SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.
"HAIMUN."
 Captain Evans, will be despatched for the above ports on FRIDAY, the 19th inst., at 2 P.M.

FOR FREIGHT OR PASSAGE, apply to DOUGLAS, LAPHAM & Co., General Managers.
 Hongkong, 16th June, 1908. 965

"SHIRE" LINE OF STEAMERS, LTD.
 For LONDON AND ANTWERP.

THE Steamship.
"CARDIGANSHIRE."
 Will be despatched for the above ports on the 24th June, 1908.

To be followed by the Steamship "CARNARVONSHIRE"
 sailing on or about 10th July, 1908.

For Freight or Passage, apply to SHEWAN TOMES & Co., Agents.
 Hongkong, 16th June, 1908. 865

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS:

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & No.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.	1	J. B. Ferguson	SHEWAN, TOMES & Co.	On 20th inst.
LONDON & ANTWERP	PALMER	Brit. str.	1	A. E. Valentini	P. & O. S. N. Co.	About 23rd inst.
LONDON & ANTWERP	ABOARDIA	Brit. str.	1	Malchow	P. & O. S. N. Co.	On 27th inst., at Noon.
HARVE & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.	k.w.	Luning	HAMBURG-AMERICA LINE	On 12th July.
HARVE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k.w.	Habel	HAMBURG-AMERICA LINE	On 24th July.
HARVE & HAMBURG VIA STRAITS, &c.	SAKONIA	Ger. str.	k.w.	Charbonnel	MESSAGERIES MARITIMES	On 23rd inst., at 1 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	TOKIN	Fr. str.	1	T. Murai	NIPPON YUSEN KAISHA	On 24th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MAKATA MARU	Jap. str.	1	N. Nielsen	MELCHERS & Co.	Beginning of July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SIAM	Dut. str.	1	G. H. Nielsen	NIPPON YUSEN KAISHA	On 8th July, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKASA MARU	Jap. str.	k.w.	G. H. Nielsen	HAMBURG-AMERICA LINE	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BRISGAVIA	Ger. str.	k.w.	Sach	HAMBURG-AMERICA LINE	To-morrow.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HEILAS	Ger. str.	k.w.	S. Groesch	MELCHERS & Co.	To-morrow, at 9 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	k.w.	S. Chusak	SANDER, WIELER & Co.	About 25th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRINITE	Brit. str.	1	N. Mathieson	CANADIAN PACIFIC R. Co.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OSCAR	Brit. str.	1	G. S. Lapraik	CANADIAN PACIFIC R. Co.	On 4th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LENOR	Brit. str.	1	T. W. Garlick	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF JAPAN	Brit. str.	1	J. Minssen	ODDWELL & Co., Ltd.	On 1st July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	1	St. John George	NIPPON YUSEN KAISHA	On 7th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRENTON	Am. str.	1	G. W. Eddy	MELCHERS & Co.	To-morrow, at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOSA MARU	Jap. str.	1	T. Harrison	GIBB, LIVINGSTON & Co.	On 25th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MANILA	Ger. str.	1	N. Mathieson	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ALDENHAM	Brit. str.	1	N. Mathieson	NIPPON YUSEN KAISHA	On 10th July, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHANGSHA	Brit. str.	1	N. Mathieson	NIPPON YUSEN KAISHA	On 7th July, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Jap. str.	1	N. Mathieson	MELCHERS & Co.	About 5th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMANO MARU	Jap. str.	1	N. Mathieson	NIPPON YUSEN KAISHA	About 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHURONIA	Rus. str.	1	N. Mathieson	NIPPON YUSEN KAISHA	On 8th July, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ WALDEMAR	Ger. str.	1	N. Mathieson	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	1	N. Mathieson	JAVA-CHINA-JAPAN LINE	On 25th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMANO MARU	Jap. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRINITE	Dut. str.	1	N. Mathieson	SANDER, WIELER & Co.	To-day, at 9 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMIRAL EXELMANS	Frean. str.	1	N. Mathieson	MELCHERS & Co.	To-morrow, at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGSHING	Brit. str.	1	N. Mathieson	OSAKA SHOSSEN KAISHA	About 18th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIPPON	Aus. str.	1	N. Mathieson	NIPPON YUSEN KAISHA	On 19th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	GOEBEN	Ger. str.	1	N. Mathieson	HAMBURG-AMERICA LINE	On 20th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BUJIN MARU	Jap. str.	1	N. Mathieson	BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YETOROFU MARU	Jap. str.	1	N. Mathieson	MESSAGERIES MARITIMES	About 22nd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ISPIA	Ger. str.	1	N. Mathieson	HAMBURG-AMERICA LINE	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LIANG	Brit. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HANGANG	Brit. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KWONGSANG	Brit. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	GALEDONIAN	Frean. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAKONIA	Ger. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NAMSAO	Brit. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PEKONIA	Rus. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRINITE	Dut. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DAIJIN MARU	Jap. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHIRI	Brit. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HUGHOW	Brit. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAIRUN	Brit. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LONGSANG	Brit. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	RUH	Brit. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMING	Brit. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YUEWANG	Brit. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ZAFIRO	Brit. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAIPOG	Brit. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MAUSANG	Brit. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BORISO	Ger. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YOSHIO MARU	Jap. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ABRATON APCAR	Brit. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	FOCHOW	Brit. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRINITE	Dut. str.	1	N. Mathieson	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.

EAST ASIATIC CO., LD.
 COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.
 ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LD.
 GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA & KOBE	"PETRONIA"	End of June.
MARSEILLES, HAVRE & COPENHAGEN	"SIAM"	Beginning of July.
VLADIVOSTOK	"CURONIA"	About 5th July.

For Further Particulars, apply to **MELCHERS & Co.**
 Hongkong, 16th June, 1908. 6

NIPPON YUSEN KAISHA.
 (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	HAKATA MARU, Tons 6161 WAKASA MARU, Tons 6265 Capt. N. Nielsen	WEDNESDAY, 24th June, at Daylight WEDNESDAY, 8th July, at Daylight
VICTORIA, B.C. and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU, and YOKOHAMA	KAGA MARU, Tons 6301 TOSA MARU, Tons 5823 Capt. G. S. Iapraik Capt. J. Nagao	TUESDAY, 23rd June, at 4 P.M. TUESDAY, 7th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, HURSDAY ISLAND, TOWNSVILLE, and BRISBANE	NIKKO MARU, Tons 5539 KUMANO MARU, Tons 5076 Capt. T. Harrison Capt. N. Mathieson	FRIDAY, 10th July, at Noon FRIDAY, 7th August, at Noon
BOMBAY via SINGAPORE, and COLOMBO	YOSHIO MARU, Tons 4097 YETOROFU MARU, Tons 4165 Capt. B. Kori Capt. K. Sato	THURSDAY, 18th June, at Noon FRIDAY, 19th June, at Noon
SHANGHAI, MOJI, KOBE, and YOKOHAMA	KAWACHI MARU, Tons 6101 KUMANO MARU, Tons 5076 Capt. H. Petersen Capt. N. Mathieson	SATURDAY, 27th June, at D'light WEDNESDAY, 8th July, at Noon

* Calling at Keelung.
 † Fitted with Marconi's System of Wireless Telegraphy.
 ‡ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
 For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.
T. KUSUMOTO,
 MANAGER. 356.
 Hongkong, 17th June, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.
 FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIAN"	About 22nd June.
MARSEILLES VIA PORTS	"TONKIN"	On 23rd June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	On 6th July, P.M.
MARSEILLES VIA PORTS	"POLYNESIAN"	On 7th July, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 lbs. up to 471 lbs. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
 For Further Particulars, apply to—
P. NALIN, ACTING AGENT,
 Hongkong, 16th June, 1908. Queen's Building. 2

NORTHERN PACIFIC LINE.

POSTON STEAMSHIP COMPANY.
 CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
* TREMONT	9,606	T. W. Garlick	On 1st July.
* SUVERIC	6,232	W. Shotton	On 23rd July.
* KUMERIC	6,232	Cowley	On 19th August.
* SHAWMUT	9,606	E. V. Roberts	On 12th September.

† Steerage Passengers only.
 CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDRESS.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures speediness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to—
DODWELL & CO., LIMITED.
 GENERAL AGENTS.
 Hongkong, 10th June, 1908. Queen's Buildings. 8

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.
 Taking Cargo at through rates to the BRASIS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship
"TRIESTE."

Captain S. Chusak, will be despatched as above on SATURDAY, the 20th June, P.M.
 This steamer has splendid accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight apply to **SANDER, WIELER & Co., Agents.**
 Hongkong, 11th June, 1908. 3

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship
"ADDENHAM."

Captain St. John George, will be despatched as above on THURSDAY, 25th inst., at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 The Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to **GIBB, LIVINGSTON & Co., Agents.**
 Hongkong, 10th June, 1908. 949

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SOCOTRA Capt. W. H. Hickey	About 18th June	Freight only.
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO Port	PALERMO Capt. J. B. Ferguson	About 23rd June	Freight only.
SHANGHAI	DEVANHA Capt. T. H. Hild, R.N.E.	About 25th June	Freight and Passage.
LONDON via USUAL PORTS or CALL	ARCADIA Capt. A. L. Valentini	Noon, 27th June	See Special Advertisement.

For further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.

Hongkong, 15th June, 1908.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"KAIFONG"	On 17th June, NOON.
SWATOW, CHEFOO and TIENTSIN	"HUICHOW"	On 17th June, 2 P.M.
HOAHOW, PAKHOI and HAIPHONG	"CHIHILI"	On 18th June, 4 P.M.
SHANGHAI and CHINKIANG	"LINAN"	On 20th June, 4 P.M.
MANILA	"TAMING"	On 23rd June, 4 P.M.
MANILA ZAMBOANGA, THUES- DAY ISLAND, COOKTOWN, CAIRNS, P.O. WINSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 27th June, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accom-
modation with Electric Light throughout and Electric Fans in the Staterooms and Dining
Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light through-
out and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked
through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo
on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th June, 1908.

HAMBURG-AMERIKA LINIE
HAMBURG.EAST ASIATIC FREIGHT SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseille, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:
OUTWARD. HOMEWARD.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ISTRIA ... 20th June	FOR GENOA AND OR MARSEILLES & HAMBURG: S.S. HELLAS ... 18th June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA ... 23rd June	FOR ANTWERP, ROTTERDAM, BREMEN & HAMBURG: S.S. BRISGAVIA ... 23rd June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA ... 26th June	FOR HAYRE & HAMBURG: S.S. DORTMUND ... 12th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ... 8th July	S.S. ISTRIA ... 26th July
	S.S. SAXONIA ... 9th Aug.

Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

Hongkong, 17th June, 1908.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"GOEBEN" Capt. B. WILHELM	Wed., 17th June, at 9 A.M.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ HEINRICH" Capt. P. GROSCH	Thursday, 18th June, at 9 A.M.
MANILA, BRIDPORT, WILHELM- HAFEN, SIMPSONHAFEN, SAMARAI, SYDNEY and MELBOURNE	"MANILA" Capt. J. MINSLEN	Thursday, 18th June, at 5 P.M.
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. W. SENDEN	About Friday, 26th June
KUDAT & SANDAKAN	"BORNEO" Capt. F. SIEBIL	End of June.

NORDDEUTSCHER LLOYD
MELOHRE & CO.
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 17th June, 1908.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
TIENTSIN via SWATOW	"CHEONGSHING"	Thursday, 18th June, Noon.
SANDAKAN & CHEFOO	"MAUSANG"	Thursday, 18th June, 4 P.M.
MANILA	"LOONGSANG"	Friday, 19th June, 4 P.M.
SHANGHAI via SWATOW	"HANGSANG"	Sunday, 21st June, 11 A.M.
SHANGHAI	"KWONGSANG"	Monday, 22nd June, Noon.
SHANGHAI, YOKOHAMA, KOBE & MOI	"NAMSANG"	Tuesday, 23rd June, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOKSANG"	Wednesday, 24th June, Noon.
MANILA	"YUENSANG"	Friday, 26th June, 4 P.M.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The steamers "KUTANG," "NAMSANG" and "FOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing
stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and return at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.
Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simpura, Tawao,
Usukan, Jesselton and Labuan.
Steamers have superior accommodation for First-Class Passengers and are fitted throughout
with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafoo, Tientsin
and Newchwang.
Telephone No. 61.
For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
HONGKONG, 17th June, 1908.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI via SWATOW AMOY and FOCHOW	"BUJUN MARU" Capt. M. NEMOTO	THURSDAY, 18th June, at 10 A.M.
TAMUI via SWATOW AMOY	"DAIJIN MARU" Capt. I. SAKURAI	SUNDAY, 21st June, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers
and are fitted throughout with electric light. First-class Cabins Amidships. Unrivaled Table
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Buildings.

Hongkong, 15th June, 1908. T. ARIMA, Manager.

CHARGEURS REUNIS,
FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL AROUND THE WORLD LINE.

OUTWARD via SUZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo,
Singapore, Hongkong, Chinwantse, Peking-Tientsin, Kobe, Yokohama,
Genoa to Hongkong in 30 DAYS.
NAPLES to HONGKONG in 22 DAYS.
Unique Opportunity to make a Tour in North China and Japan with Great Speed,
Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.
CONNECTING WITH CANADIAN PACIFIC RAILWAY.
Freight to Overland } via Vancouver
Passengers to Overland and Europe }
YOKOHAMA to VANCOUVER 13 DAYS.
YOKOHAMA to LONDON and PARIS 26 DAYS.

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

AMIRAL EXELMANS 25th July	MALTE	18th Oct.
OUESSANT	CHYLAN	28th Nov.
	CORSE	11th Jan. 09

† No Passengers. † Intermediate Class and Rates of Passage.
New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly
equipped with single berth cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—
P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light. Perfect
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	E. W. Almond	Manila	On 20th June, Noon.
ZAFIRO	2540	E. Rodger	Manila	On 27th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 15th June, 1908.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days
Across the Pacific in the "EMPERESS LINE." Spring 5 to 10 days' Ocean Travel.
12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

R.M.S.	TONS.	LEAVE HONGKONG	ARRIVE VANCOUVER
"LENNOX"	3,700	Thursday, 18th June	17th July
"EMPERESS OF JAPAN"	6,000	Saturday, 4th July	25th July
"MONTAGLE"	6,163	Saturday, 11th July	4th Aug.
"EMPERESS OF CHINA"	6,000	Saturday, 25th July	15th Aug.
"GLENFARG"	3,700	Saturday, 8th Aug.	6th Sept.
"EMPERESS OF INDIA"	6,000	Thursday, 24th Sept.	13th Oct.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
S.S. "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
S.S. "MONTAGLE," "LENNOX" and "GLENFARG" at 12 Noon.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
T. SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships,
14,500 tons register, thus providing a comfortable and speedy through route to Europe.
Hongkong to London, 1st Class ... 240, " 242.
Intermediate on Steamers ... 240, " 242.
and 1st Class Railways ... 240, " 242.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing
the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTAGLE," carries Intermediate Passengers only at Intermediate rates
affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only), granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Fadder Street and Praya, opposite Blake Pier.

THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, & C.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
Head Office for the Far East:—
16, DES VEXES ROAD
HONGKONG.

Japan Office:
14, WATER STREET
YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of June	JAPAN	Second half of June
TJIKINI	JAPAN	Second half of June	JAVA	Second half of June
TJILATAP	SHANGHAI	Second half of June	JAVA	Second half of June
TJIMAH	JAVA	Second half of June	SHANGHAI	Second half of June
TJILIWONG	JAVA	Second half of June	JAPAN	Second half of June
TJIPANAS	JAVA	First half of July	SHANGHAI	First half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.York Buildings, 1st Floor.
Hongkong, 11th June, 1908.Make no Mistake
about it!

WATSON'S

SCOTCH
WHISKY

of the best from Dundee. Demand it.

Agents for Hong-Kong: SHEWAN, TOMES & CO.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SPECIAL BLEND WHISKY.

SHIPPERS
Cutler, Palmer & Co., London.AGENTS
SIEMSEN & CO.
HONGKONG.MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.CODE WORD: "DOCK."
A.I. A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length...	722 feet.
Length on Blocks...	714 "
Width of Entrance on Top...	964 "
Width of Entrance on Bottom...	884 "
Water on Blocks at Spring Tide...	844 "

DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 64 "
DOCK No. 2.
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